

State Issues More Tickets

SACRAMENTO (AP) — More Californians were cited for traffic violations during the first five months of 1958 than in the same period last year—and fewer died on the highways.

The California Highway Patrol reports 44 fewer deaths on the state's highways for the first five months of 1958 compared to the same period in 1957.

At the same time the patrol made 63,343 more arrests—an increase of almost 18 per cent.

Highway deaths in areas patrolled by the CHP dropped from 845 last year to 801 this year—a change of 5 per cent—while citations climbed from 354,509 last year to 418,052 this year. The patrol covers unincorporated areas and freeways.

A patrol spokesman said that while increased enforcement isn't the sole factor involved it's probably the most influential and important.

He pointed to the fact that the patrol also had some 264 more patrolmen on the highways this year than last.

Speeding arrests this year are only slightly higher than last, 123,652 compared to 123,288. Arrests for drunk driving and felony drunk driving also increased slightly—from 5,160 to 5,190.

Hours devoted to highway law enforcement increased by 29 per cent—from 1,246,182 hours last year to 1,594,961 this year.

Reportable accidents—those involving injury or death—dropped about 3½ per cent from 14,028 to 13,529. Persons injured fell from 22,058 to 21,470.

Total deaths in the state, through May, including incorporated areas, was set tentatively at 1,263, a decrease of 79 or about 6 per cent from 1957.

Alaskans Fail To Agree What The Future Holds For Their Beautiful Land

By WILLIAM J. TOBIN

Publisher Robert B. Atwood, who has seen and helped Anchorage grow from a town of 2,500 residents to a bustling metropolitan area of nearly 100,000, was happy to fill the Virginian's request.

But there's some who would trade it.

For no land on earth, and I'm one.

Some people have felt this way about Alaska ever since Robert Service, the Klondike poet, penned these lines about the gold rush days of 1899. It is a land that has encouraged myths, engendered argument, and mystified outsiders.

Alaskans themselves, who have invested their lives and fortunes in an area 2½ times the size of Texas, rarely agree on what the future holds for their varied, beautiful land.

Residents from the "outside," as Alaskans refer to the states, often seem nebulous about the land, its people, its potential and, most frequently, its climate.

A Virginian, for example, recently wrote the Anchorage Daily Times asking for a copy of the newspaper printed in English. He enclosed "twenty-five cents in American currency" to pay for the paper.

Wedding Bound Pair Is Late

SPICKARD, Mo. (UPI)—Robert Stafford, 21, set out from Waterloo, Iowa, Monday with his sweetheart, Mary Peverill, 22, in a truck loaded with 480 bushels of corn.

They planned to go to Versailles, Mo., to get married, but they never got there. Stafford had seven tire blowouts en route and then in Spickard his truck crashed into the post office.

Miss Peverill suffered a leg scratch and the post office floor was littered with corn kernels two feet deep. Stafford decided to postpone the wedding date.

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New Star Costs Flagsters \$2,000

DETROIT (UPI) — Alaska's new star will cost the J. L. Hudson Co.—owners of the world's largest flag—about \$2,000.

A company spokesman said it would cost that much to reshuffle the stars on the \$7,000 flag. The 1,500-pound flag, which is raised across the front of the firm's main store—is 104 feet high and 235 feet long. Each star is 5½ feet high.

"We're not in a hurry to add the 49th star," a spokesman explained. "We've got a grace period since it's only flown on Flag Day, June 14, and next year that's on a Sunday so it won't be up."

And before it's time to unfurl the flag we might have an answer on Hawaii, too."

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area that is one of the centers of the territory's great salmon fisheries, enjoys a climate much like the Pacific Northwest states.

Anchorage, which has weather that compares with Chicago, was so hard-pressed by a heat wave last winter that snow had to be imported to stage dog sled races that are a feature of the annual Fur Rendezvous.

Thousands of tourists, whose numbers increase each year and who are becoming a major Alaska industry, have come to know to some degree the climate and beauty that appeals so greatly to residents of the territory.

But beyond a universal love for land that has been a possession of the United States for 91 years, Alaskans often are at odds among themselves. The difference of opinion centers on questions of how Alaska is to grow, and what the future holds for its struggling economy.

The matter of statehood for Alaska has been typical of the disagreement among Alaskans on problems affecting the future.

Congress was first asked to admit Alaska as a state more than 40 years ago, but statehood bills have been vigorously supported only since 1946.

Even this year, when the statehood movement gained more followers than at any time in the past, Alaskans were sharply divided on whether it was wise to become the 49th state.

The anti-statehood forces, centered mostly in the conservative panhandle of Alaska, fear the additional cost of a state government is more than Alaska's present economy can bear.

Pro-statehooders, a majority of Alaska's population, point to the great potentials of the territory's largely untapped resources and say state status will open broad avenues to industrial development.

Alaska is a land of potential. It has vast possibilities for the development of hydroelectric power. Timber stands of spruce, hemlock and birch are abundant. Virtually every type of mineral, and vast quantities of coal, are to be found in many sections of Alaska. And then there is oil.

Oil — as much as statehood — is the topic of conversation hundreds of times a day as Alaskans pause for a coffee break or for an evening cocktail.

A land boom of amazing proportions began in Alaska in July of last year after the Richfield Oil Co. announced its first wildcat well on the Kenai Peninsula, south of Anchorage, was capable

of producing at least 900 barrels a day.

Residents seeking a quick return on their investment — as well as harboring hopes for a new major industry in the territory — have applied for more than 27 million acres of mineral leases on potential oil land.

Oil lease rentals alone — at 25 cents an acre — is expected to give the territory some six million dollars in additional revenue within the next few years. Actual production would increase the oil revenue a hundred fold.

Even the most ardent of those who favor statehood for Alaska agree that a state government would cost more than Alaska's

present territorial form of government.

The actual difference in cost still is an item of debate — but is expected to run some three million dollars more than Alaska's present budget of more than \$6 million dollars.

Seasonal labor conditions in Alaska, with high summer employment and a low winter work level, is one major drawback to development of the territory. The cost of living — running to as much as 50 per cent above Seattle — is another brake on industrial development.

Most of all, says 39-year-old Alaska Gov. Stepovich, Alaska needs people and jobs to support

new families. Stepovich predicts a population of more than a million in 10 years, and says new residents and new jobs will come hand-in-hand.

Alaska is, in many ways, exactly what Alaskans call it—the last frontier of potential U. S. development.

But it is a frontier populated by a young, affable, friendly and talented people — Americans all — who envision the greatest state of the union growing from a land that too few of their countrymen know much about.

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